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1967 OFFICIAL PLAN FOR the UNDEVELOPED AREAS

AMENDMENT

228


OF
THE HAMILTON PLANNING AREA
Revised , 1970

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OFFICE CONSOLIDATION

AMENDMENT # 228
to the
1967 OFFICIAL PLAN
for the
UNDEVELOPED AREAS OF
HAMILTON



CITY OF HAMILTON PLANNING DEPARTMENT
1970

PREFACE

This office consolidation of Amendment 228, incorporating all the changes made by the Minister of Municipal Affairs, was prepared for your convenience. Originals of the Amendment have been deposited with the Hamilton City Clerk's Office, the Wentworth County Registry Office (miscellaneous file # 1815) and the Department of Municipal Affairs (file # 275A), and should be consulted for accurate reference.

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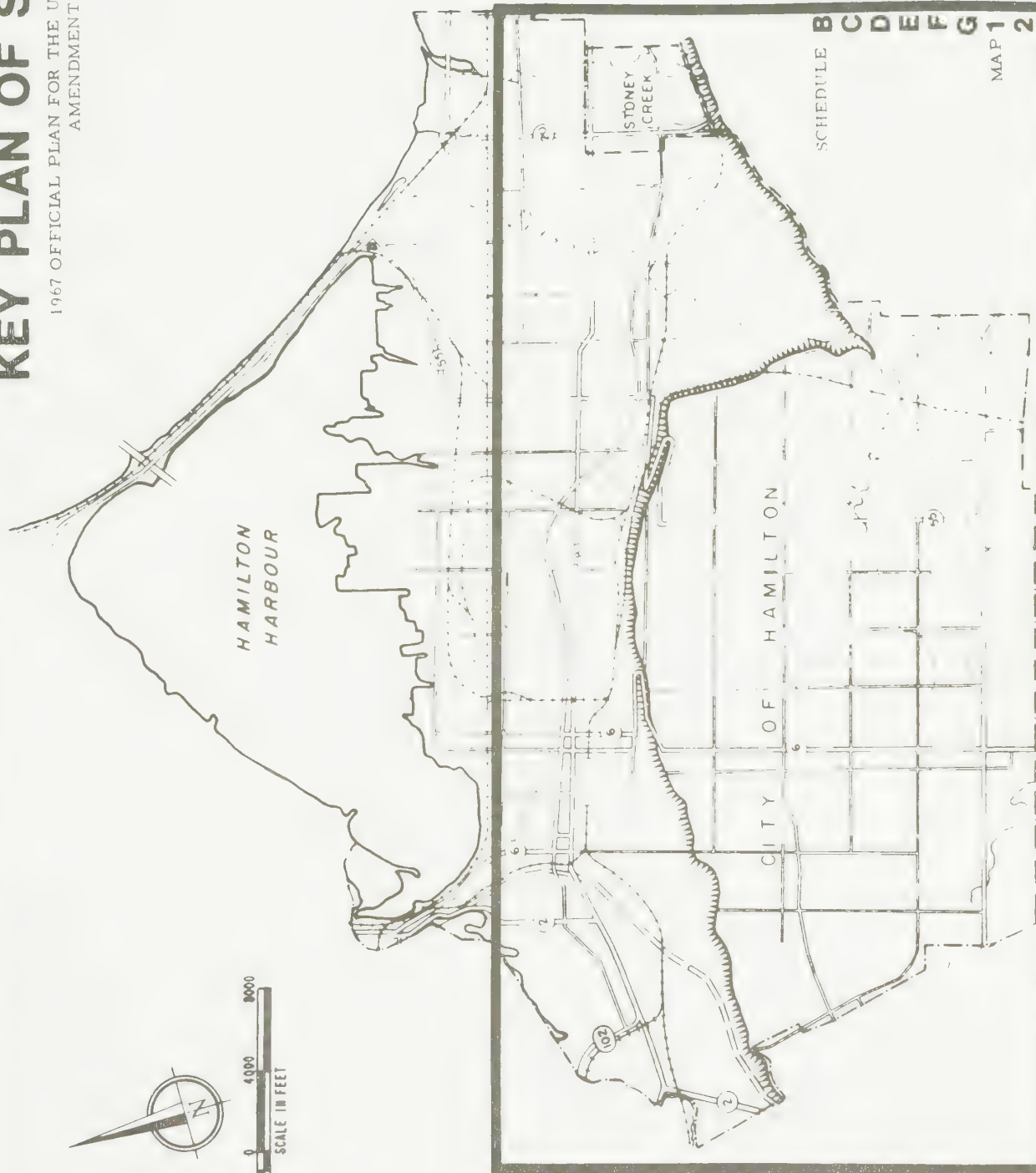
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KEY PLAN OF SCHEDULES

1967 OFFICIAL PLAN FOR THE UNDEVELOPED AREAS
AMENDMENT 228



SECTION ONE

BASIS OF THE AMENDMENT

A general statement on the purpose, location
background and basis of Amendment # 228.

Subsection 1.1

GENERAL

PURPOSE OF THE AMENDMENT

The purpose of this amendment is to expand the scope and content of the present Official Plan as it applies to the areas covered by the amendment. 1.1.01

LOCATION OF THE AMENDMENT

This amendment applies to two areas in the City of Hamilton. The first of these is bounded by Mohawk Road on the north, the City limits on the west and south, and the edge of the escarpment and the City limit on the east. The second area is bounded by Barton Street on the north, the top of the valley of the Red Hill Creek on the west, and the City limits on the east and on the south. 1.1.02

BACKGROUND AND BASIS OF THE PLAN

The Official Plan of the Hamilton Planning Area was adopted by Council on April 10, 1951 and approved by the Minister of Planning and Development on June 12, 1951. The Official Plan as approved and subsequently amended dealt mainly with matters of land use, and it is now felt that other items of development policy should be added to the Official Plan as it affects those areas where future development is most likely to occur. The areas covered by this amendment contain most of the land in the City of Hamilton which still remains undeveloped. It is expected that ultimately all of the lands which are capable of development will be occupied, and it follows therefore

that a large part of the expected growth will occur in this location. 1. 1. 03

In order to ensure that the urban environment which results from expansion will be of high quality, and will not overtax the capacity of the City to provide the necessary services, the elements of the neighbourhood structure, residential density, sewer and water services, major roads, and staging of development must be added to the Official Plan as it applies to these areas of greatest potential growth. 1. 1. 04

The development control intended to be established by this amendment consists of a general pattern of future land use covering the areas affected, for the purpose of providing City Council with a basis for long-range planning and zoning decisions. 1. 1. 05

The amendment deals with the following elements of the Hamilton Planning Area Official Plan, as they relate to the area affected:

- (a) Land Use
- (b) Planning Units and Residential Densities
- (c) Sewer and Water Services
- (d) Major Roads
- (e) Staging of Development 1. 1. 06

SECTION TWO

P O L I C I E S

Plan Schedules "B", "C", "D", "E", "F", and "G" and a general statement of planning policies, definitions and standards which together with sections one and three comprise amendment #228.

Subsection 2.1

SCOPE OF THE PLAN

LAND USE

The area affected by the amendment contains altogether about 11,200 acres, and consists of two parts. The main part is on the Mountain, and contains about 9,000 acres lying south of Mohawk Road. The second part contains about 2,200 acres lying below the escarpment east of Red Hill Creek. A basic assumption has been made in formulating the land use proposals for the affected area, namely, that all the lands in the area which are capable of development will ultimately be developed. 2.1.01

The land use proposals have been formulated in general terms. No attempt has been made to indicate the location of particular land uses or facilities, although the various types of uses and their standards are indicated. Land uses are shown in the same general terms in the Stage 1 area, which comprise some 3,400 acres, as in the remainder of the area. In allocating land uses, consideration was given to the existing pattern of land use (see Map 1 in the Appendix) the existing Official Plan and the existing and proposed transportation network. 2.1.02

With respect to residential land use, it is proposed that residential development take place on the basis of "neighbourhoods". Each "neighbourhood" will have its complement of schools, parks, institutional uses, local shopping facilities and so on, although no attempt has been made to specify the location of such facilities (except school and park sites). It is intended that their location within the neighbourhood will be more precisely determined at the time that detailed neighbourhood layouts are prepared. 2.1.03

It is intended that sites for public open space and schools be provided at a standard of 10 acres per thousand of population. Parks will be provided to serve four levels of use: the city level, the district level, the community level, and the neighbourhood level. Each of these categories of park will be developed in a manner appropriate to its level of use, and will be located so as to best serve the needs of its intended users. Allocations for school sites according to this standard will include sites for public secondary, senior, elementary and vocational schools, as well as separate and private schools. 2.1.04

It is intended that a major shopping centre be developed in the future to meet the needs of the residents of the Mountain, but no site has been selected for this purpose at the present time. This centre will serve as a regional shopping centre for the entire Mountain area. When this site is selected in the future, it is also intended that sufficient land be allocated in the same area to allow for other "regional" uses to be established, such as: offices, district municipal facilities, cultural and social facilities, regional commercial, recreation facilities and similar uses. In the area east of Red Hill Creek there is already in existence a site for a regional shopping centre on the northwest corner of Queenston Road and Highway #20. Minor shopping centres throughout the area will also be required, which can be dealt with at the time when specific applications for development are received. It is intended, however, not to encourage "strip commercial" development along any part of the major street system. Neighbourhood and other types of shopping facilities will be developed at appropriate intersections of major streets, and will be developed in "depth" rather than extended linearly along the street. For neighbourhood shopping facilities, a centre located in only one quadrant of the appropriate intersection, rather than in two or more quadrants, will be preferred. They will be located at intersections marking the corner of two or more neighbourhoods, so that one centre may serve a number of neighbourhoods, thus benefiting from the economies of scale. 2.1.05

The proposed industrial lands lying between Stone Church Road and Rymal Road extend from a line west of the railroad to the east City limits. The proposed industrial lands lying south of Rymal Road extend southward to the City limits, and westward, from the City's easterly limits to the easterly boundary of Nebo Road. It is considered that this is an appropriate extension of the industrial area westwards and over an area which is presently only sparsely developed. The total area thus designated "Industrial" south of Stone Church Road comprises approximately 664 acres. 2.1.06

The extension of industrial uses eastward from Station Road to the City limits on the south side of Rymal Road is based on two considerations. The first is the fact that this area constitutes an isolated "pocket" since it is cut off from the rest of the residential areas of the Mountain by the railway right-of-way on the west, Rymal Road on the north, the Hydro-Electric Power line and City boundary on the south and the City limits on the east; it would therefore not be appropriate to develop it as a residential neighbourhood. The second consideration is that if additional industrial land is to be provided on the Mountain, the proposed locations south of Rymal Road are the most suitable, being served by a railway, the industrial vehicle route on Rymal Road (as proposed by the Hamilton

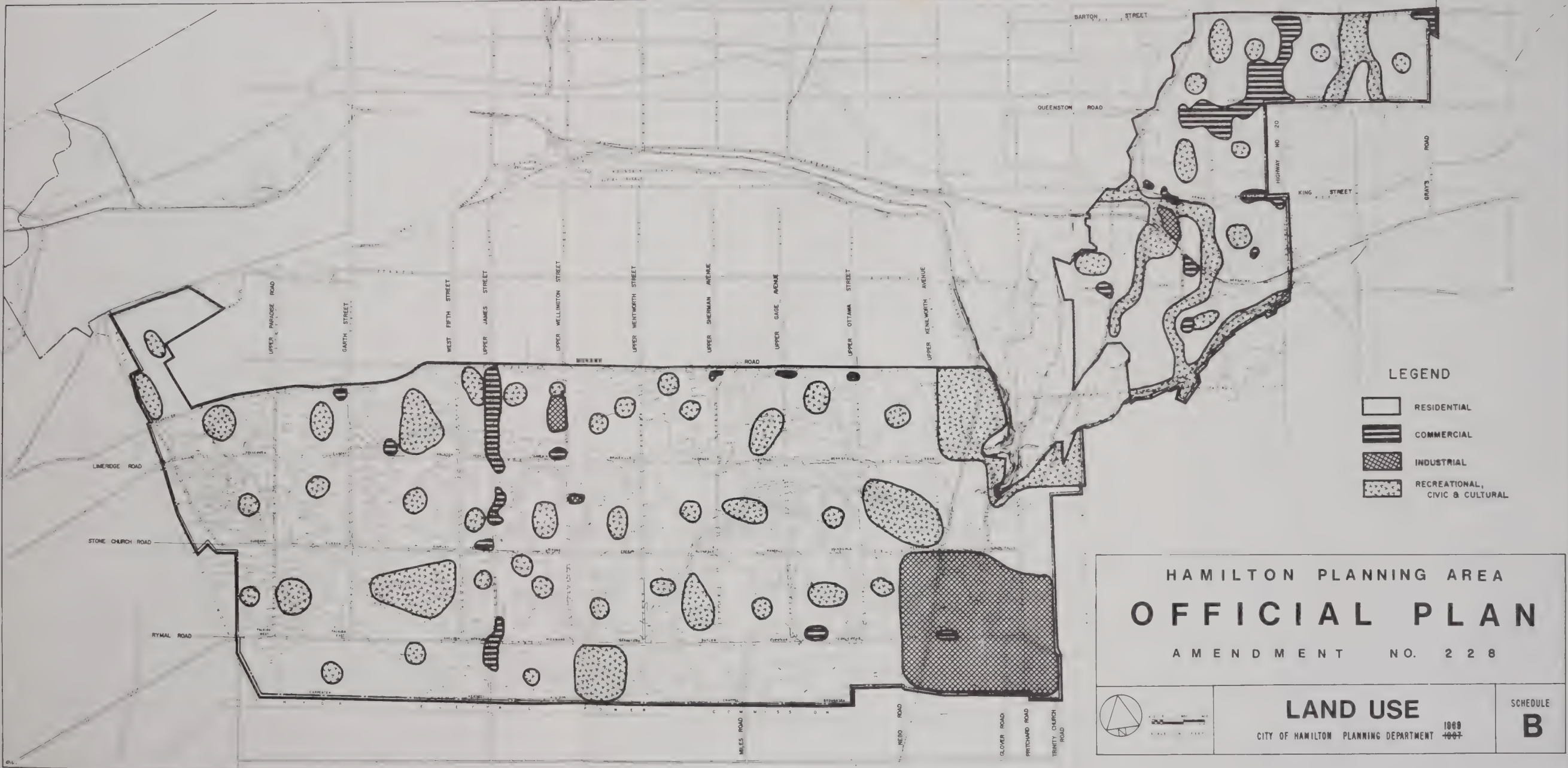
Area Transportation Plan) and the proposed Highway 53 Freeway.
2. 1. 07

No time has been assumed within which any of these developments will occur. The proposals for the provision of major roads, sewer and water services, community facilities and so on, are based upon population size, but no attempt has been made to place that population within any time context. Roads, services and facilities will be provided at such times as the growth of the population requires, whenever that may occur, but the sequence which should be followed is as proposed in the discussion of Staging of Development. If sites for community facilities already acquired are found to be inadequate or inappropriate at the time that specific and detailed development proposals are being prepared for a neighbourhood, then the standards and locations for these facilities will be revised. 2. 1. 08

The Plan for Land Use is not intended to be a rigid design framework within which development applications will be required to fit precisely without adjustment. On the contrary, it is intended as a general guide, to be observed in principle but not necessarily in detail; and it is hoped that both public and private developers in making their development proposals will be able to suggest improvements in the plan while preserving its general spirit and intent. 2. 1. 09

The proposals for land use are shown on the map designated Schedule "B" (attached) which forms part of this amendment and comprises the Plan for Land Use. * 2. 1. 10

* Schedule "A" comprises part of the existing Official Plan for the Hamilton Planning Area and is not contained in this amendment.



LAND USE DEFINITION

Residential

The Residential classification of land shall mean that the predominant use of land in the area shall be for dwellings. Various types of dwellings are permitted in this classification, but similar types shall be located together so that there shall be no indiscriminate mixing of the various types. Appropriate measures will be provided to protect low density residential development against residential uses of high density and to protect all residential development against other uses which might infringe upon the amenities of residential lands. The classification shall also permit uses which are compatible to dwellings and which are necessary to serve the surrounding dwellings adequately, such as schools, neighbourhood parks, churches and public utilities. Neighbourhood commercial uses sufficient and necessary to serve only the day to day needs of the immediate residential area including small individual retail or service stores and commercial uses in apartment buildings sufficient only to serve the occupants thereof may be permitted without amendment to the Official Plan; preference should, however, be given to small groups of shops in suitable locations so as to prevent the scatter of commercial uses. Appropriate measures (such as increased yards, adequate off-street parking, landscape buffer strips, prohibition of outside storage and like measures) shall be provided by new developments of this nature, so as to preserve the amenities for the surrounding residential uses. 2.1.11

This definition shall not be construed as permitting a group of commercial uses exceeding two acres in area, a gasoline service station, or any industrial use which might otherwise be deemed to serve the immediate area. All neighbourhood commercial uses shall be permitted only on specific applications for rezoning so that regard can be had to the items above set out. 2.1.12

Existing individual retail stores or other commercial uses within areas designated as residential which, in the opinion of Council, comply in intent with the above, may be zoned commercial in the Zoning By-law. Existing stores and commercial uses within residential areas which do not comply with the intent of the above, shall be treated as non-conforming uses and shall remain zoned as residential in the Zoning By-law. 2.1.13

In order that the intent of this definition may be preserved, and without limiting the generality of the foregoing, Council will prior to permitting of medium and high density residential development by rezoning measures, consider the following:

- a) adequacy of neighbourhood facilities, including schools, parks, churches, libraries, municipal services, etc. having regard to the anticipated population density; 2.1.14
- d) protection of existing development, particularly where such development will be the ultimate use in the foreseeable future, by provision of appropriate landscaping, siting, height control, buffering and like measures. 2.1.15

Public utilities and similar facilities shall be so treated where possible as to be in keeping with the general character of the surrounding buildings, structures and landscape features. 2.1.16

Commercial

The Commercial classification shall mean that the predominant use of land in the areas so designated shall be for commerce which is defined as the buying and selling of goods and services. 2.1.17

This classification need not prevent some of the land being used for other purposes provided that these purposes are compatible to commerce and will not unduly detract, hinder or prevent the areas from being used for proper commercial development and provided further that precautions are taken by imposing standards on how the land may be used by these other purposes to protect the areas for commerce. This exception to permit other uses of land does not include any industrial undertaking unless such industrial undertaking is part of, and incidental to, a commercial undertaking and is essential for the satisfactory operation of that commercial undertaking. In addition, no residential uses will be permitted in a commercial area except apartment units in the same building with commercial establishments provided that the total floor area of the residential use does not exceed that of the commercial use in any one building. Adequate off-street parking should be provided by all new commercial establishments.

2.1.18

In permitting by rezoning measures any commercial development upon lands abutting a residential area, consideration will be given to requiring buffering between the two by increased yards, landscaping, planting and like measures, and in addition will, wherever possible, control parking, storage, loading and lighting so as to minimize the interference with the enjoyment of the residentially zoned land. 2.1.19

Industrial

The Industrial classification shall mean that the predominant use of the land in the areas so designated shall be for industry, which is defined as including manufacturing, constructing, extracting and processing of raw materials and goods, repairing and servicing operations, and warehousing and storage of goods. Provision for appropriate off-street parking and loading shall be required by all new industrial establishments. 2.1.20

In permitting by rezoning measures any industrial development upon lands abutting a residential area, consideration will be given to requiring buffering between the two by increased yards, landscaping, planting and like measures, and in addition will, wherever possible, control parking, storage, loading and lighting so as to minimize the interference with the enjoyment of the residentially zoned land.

2.1.21

Commercial and recreational uses grouped where practicable shall also be permitted in an industrial area provided that such uses are primarily warranted in serving the needs of the industrial area or otherwise can locate without detracting from, or hindering, sound industrial development, and provided that such uses have sufficient parking, buffering, nuisance controls, and appropriate siting so as to be compatible with the surrounding uses. 2.1.22

A dwelling shall not be permitted in an industrial area unless such a dwelling is part of, and incidental to, an industrial establishment and is essential for the satisfactory operation of such establishment.

2.1.23

It will be the policy of the municipality to permit such non-industrial uses only on the basis of individual amendments to the Zoning By-law so that each proposal may be judged on its own merits and to ensure that the requirements outlined above will be met. 2.1.24

Agricultural

The Agricultural classification of land shall mean that the predominant use of land in the areas so designated shall be for agricultural purposes but may include such uses as residences on lots of three acres or more in extent, such uses as golf driving ranges, athletic grounds, fair grounds which entail the erection of temporary buildings only for their operation, with the object of the Agricultural classification being to preclude the erection of permanent buildings and the consequent urbanization of the area, until such time as the essential utility services are available and the highest and best future use of the area has been more effectively demonstrated and investigated.

2. 1. 25

Civic, Cultural, Recreational and Other Special Uses

The Civic, Cultural, Recreational and Other Special Uses classification of land shall mean that the predominant use of land in the areas so designated shall be for schools, parks, public open spaces and ravines, etc., institutions, cemeteries, golf courses, churches, hospitals, libraries, community centres, stadia, exhibition grounds, and other similar uses together with such incidental or accessory uses, whether residential, commercial or industrial, as are ordinarily employed therewith. 2. 1. 26

While it is recognized that many Civic, Cultural, Recreational and Other Special Uses are to be permitted and encouraged as adjuncts of residential and commercial areas so designated in this Official Plan, and so zoned under the provision of the Zoning By-law, it is intended that this Civic, Cultural, Recreational and Other Special Uses classification shall be applied, not only to those areas which, in the future are to be used for such purposes, but the lands within the City of Hamilton which are already being employed for such purposes in order to afford some measure of protection and assurance to the inhabitants of surrounding properties that that particular Civic, Cultural, Recreational or Other Special Use is recognized as such and will continue to be used as such for as long as may be reasonably anticipated. 2. 1. 27

PLANNING UNITS AND RESIDENTIAL DENSITIES

The residential neighbourhood will be the basic planning unit in organizing the form of urban development. The pattern of the proposed residential neighbourhoods is established by the existing gridiron of major roads which is already in existence in the area. These roads are spaced at more or less regular intervals of about a half-mile in an east-west direction and five-eighths of a mile in a north-south direction and it is the area contained within the rectangles formed by these intersecting roads which will be developed as the residential neighbourhoods. 2.1.28

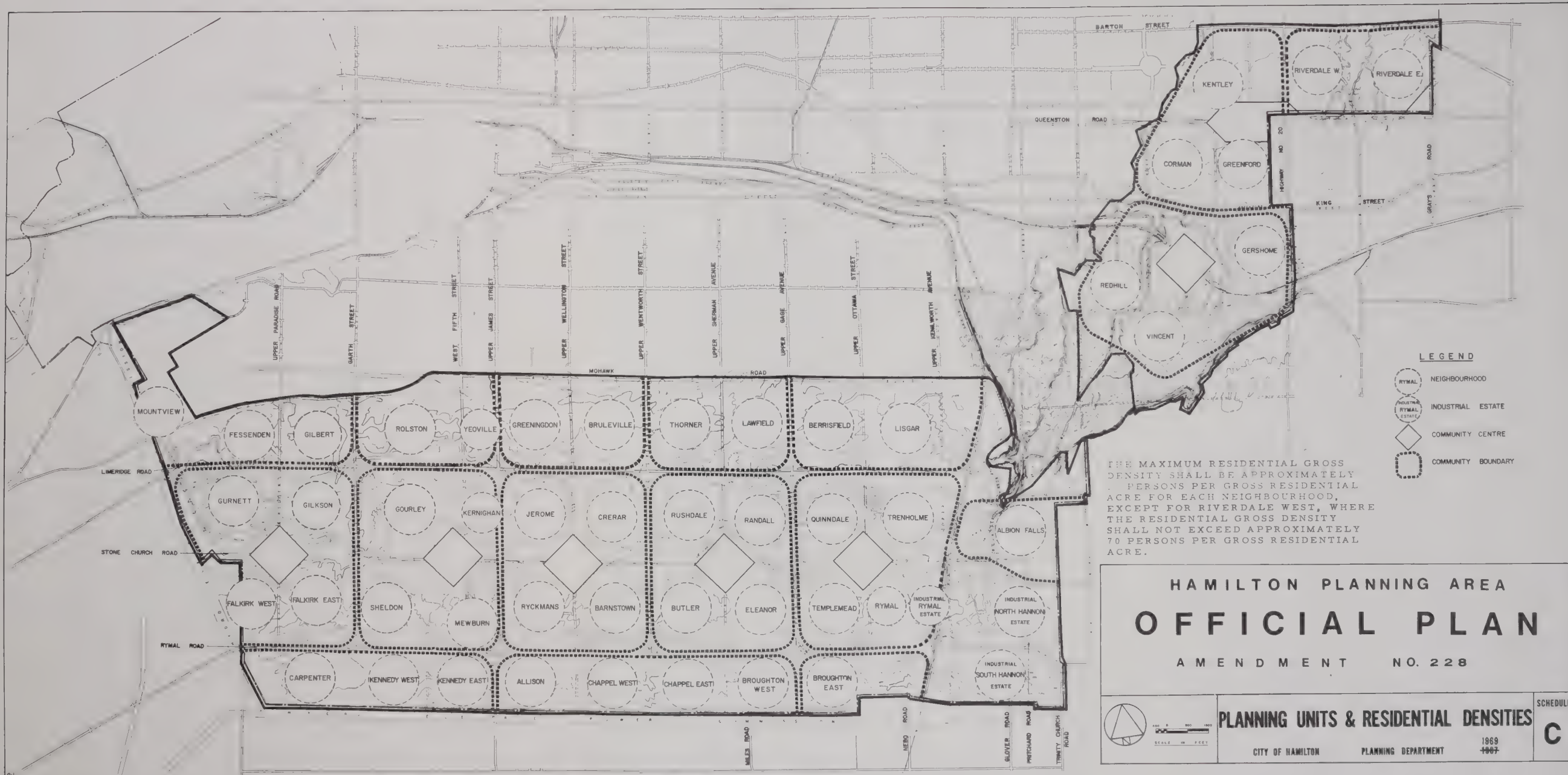
Because the spacing of the roads is not precisely regular, the neighbourhoods will vary in size but they average about 200 acres. They will each be provided with schools, parks, shopping facilities, churches, utilities and other service facilities to meet the needs of their population. 2.1.29

As shown on Schedule "C" wherever possible, every four neighbourhoods will constitute a "Community", and community facilities will be provided at the intersections where the four neighbourhoods touch each other. 2.1.30

It is intended that the neighbourhoods be developed with a wide variety of dwelling types, ranging from single-family dwellings to apartments in each neighbourhood. The purpose of this variety of dwelling types is twofold - to permit the most economic development of residential land, and to provide as wide a range of choice as possible to the people of each neighbourhood in the selection of their dwelling type. 2.1.31

It is intended that the overall gross residential density shall not exceed approximately 35 persons per acre, except in the Riverdale West neighbourhood, where the overall gross residential density shall not exceed approximately 70 persons per acre. These densities are a maximum for the entire neighbourhood and represent an aggregation of developments of varying densities within each neighbourhood, which will depend upon the attributes of the particular site involved. Such factors as topography, economical provision of services, access, availability of community facilities should be considered. 2.1.32

The broad outline of the neighbourhoods and communities are shown on the attached Schedule "C", which forms a part of this Amendment. Detailed proposals for each neighbourhood will depend upon individual Neighbourhood Analysis and the preparation of Secondary Plans. These Secondary Plans will be submitted by subsequent amendment. 2 . 1 . 33



WATER AND SEWER SERVICES

An essential prerequisite to the development of the undeveloped lands in the area covered by this amendment is the extension of piped municipal services. 2. 1. 34

At the present time only a limited part of the area is served by sewer and water trunk mains. Development which has taken place on unserviced land is based on the use of septic tanks for sewage disposal and wells for water supply. The existing services are shown on Map 2, in the Appendix designated "Existing Water and Sewer Services". 2. 1. 35

There is presently constructed at the corner of Garth Street and Stone Church Road a water reservoir which provides storage capacity of 25, 000, 000 gallons. The reservoir site is laid out to allow for further construction which will provide storage for 50, 000, 000 gallons. The existing reservoir together with construction of the necessary trunk watermains and pumping stations will provide piped water service for the whole area on the Mountain under consideration in this amendment. The general plan of water pressure areas and trunk mains is shown on Schedule "D" attached, which forms part of this amendment. 2. 1. 36

The program for the provision of sewer services in the area is predicated upon the ease with which existing services can be extended into new areas, or alternatively, the ease with which new services are in existence, the gradient of the land is the major determining factor. The western part of the area (Stage I on the Mountain) can be served by extension of existing facilities. In the Stage II area it is generally easier and more economic to serve the lower, or easterly part of the area first, and progress westward, because a large part of the land drains eastward into Red Hill Creek. The Red Hill Creek drainage area ends on the height of lying approximately half-way between Upper Garth Street and West Fifth Street and the lands lying west of this height of land can most easily be served by extending the services now in existence at Mohawk Road on the north, as indicated earlier. 2. 1. 37

At the present time the Red Hill Creek Eastern Tributary Trunk Sanitary Sewer exists between Mt. Albion Road and Quigley Side Road and steps are being taken to extend this trunk sewer easterly and southerly to the foot of the escarpment. When completed this trunk sewer, together with the construction of the necessary local sewers, will serve the whole of the area known as the Vincent neighbourhood and part of the Gershome neighbourhood.

2.1.38

The general locations of major trunks intended ultimately to serve the area of the amendment are shown in schematic form on the map designated Schedule "E" (attached) which forms part of this amendment and constitutes the Plan for Sewer Services.

2.1.39





MAJOR ROADS

The Hamilton Area Transportation Plan recently prepared for the City of Hamilton contained a number of important recommendations for improving access to the "Mountain", easing traffic flows on the existing roadway system, and meeting the demands which will be imposed on the system by the anticipated future traffic. An examination of these recommendations indicates for the most part they are consistent with the various proposals contained in this amendment, and no attempt has therefore been made to suggest alternative recommendations, except for the alignment of the Red Hill Creek Freeway and some elements in the arterial highway system. 2. 1. 40

These proposals are shown on the map designated as Schedule "F" (attached) which forms part of this amendment and constitutes the Plan for Roads. It will be essential in the immediate future to have a functional design prepared of both the proposed Highway 53 Freeway and the Red Hill Creek Freeway so as to ensure an appropriate correlation between the location and operation of these major highways and adjacent land use development. 2. 1. 41

The arterial highway system serving the area will be made up of the perimeter roads surrounding each neighbourhood. These roads, in the main, are already in existence; however, some variation from the existing allowances will be required, particularly in the easterly neighbourhoods, because of the proposed alignment of the east-west Highway 53 Freeway. Included on Schedule "F" is a plan for right-of-way widths and alignment changes which will provide guidance to both public and private authorities and individuals in the development of the area. As shown, right-of-way widths of 120', 100' and 86' are proposed. Greater width will be required at major intersections to provide for channelization of traffic movements. 2. 1. 42

The recommendations appearing on the Plan for Roads are intended only as a reflection of the general intention to develop the traffic pattern as indicated. The exact location and design of the rights-of-way, intersections, and other details can only be firmly established in the light of precise engineering studies and designs which will be prepared at the time when actual street improvement is contemplated. 2. 1. 43



STAGING OF DEVELOPMENT

A staged development program is intended to provide for the orderly and economic extension of all municipal works and services. The actual time period for the various stages, however, will depend to a large extent on the rate of growth of population and financial capabilities of the municipality to undertake the necessary expenditures; the actual development, wherever and whenever it may occur, will normally only be possible if piped municipal services are available. Accordingly, the staging of development will reflect very closely the staging of constructing of municipal sewerage and water works services. 2.1.44

Two other important considerations affect the establishment of development priorities. One of these is the extent to which development has already occurred in any given area, and the second is the existing and proposed transportation facilities. 2.1.45

Where considerable development has already taken place without municipal services and there is a continuing pressure for development in the same general location, then consideration must be given to the early "in-filling" and "rounding out" of the development already started. And where major transportation arteries exist or are under construction which will permit easy access from potential residential areas to places of employment and shopping facilities, other things being equal, such potential residential areas have a claim to development priority. 2.1.46

On the basis of all these considerations, two priority areas may be identified. Both are included in Stage I and consist of the Red Hill Creek area and the area on the Mountain shown in Schedule "G". 2.1.47

Altogether, these areas contain more land than is likely to be required for some time; they could provide enough land to meet the needs of development for the next 10 years or more, at the rate of demand of about 175 residential acres per year, as discussed in the Appendix. 2.1.48

Stage II of the phasing program contains all the balance of the lands on the Mountain which can be served by the Red Hill Creek Trunk Sanitary Sewer. 2.1.49

Stage III contains the land shown in Schedule "G" in the southwest corner of the Mountain which cannot be served by either the extension of existing facilities or the Red Hill Creek Trunk Sanitary Sewer. Development of land in this stage will depend upon pumping stations to lift the sanitary sewage into the Stage III sewerage system. 2.1.50

The Plan for Staging of Development is not intended as a rigid timetable within which the indicated development must occur. The general policy will be that economic and functional use will be made of services and community facilities in each stage before proceeding with the development of the next stage and will also be consistent with the financial capacity of the City to meet the public costs of permitting the next stage to develop. 2. 1. 51

The sequence to be followed in developing the various parts of the area of the amendment is shown on the map designated Schedule "G" (attached) which forms part of this amendment and constitutes the Plan for Staging of Development (combined with the Plan for Sewer Services Schedule "E"). 2. 1. 52

Subsection 2.2

DETAILS OF THE AMENDMENT

SCHEDULES

The Official Plan of the Hamilton Planning Area is hereby amended by adding the following maps attached hereto:

- Schedule "B" - The Plan for Land Use
- Schedule "C" - The Plan for Planning Units and
Residential Densities
- Schedule "D" - The Plan for Water Services
- Schedule "E" - The Plan for Sewer Services
- Schedule "F" - The Plan for Roads
- Schedule "G" - The Plan for Staging of Development 2.2.01

POLICIES DEFINED

The text of the Official Plan is hereby amended by adding the following policy statements: 2.2.02

- (a) The Plan for LAND USE (Schedule "B" (attached) 2.2.03
 - (i) The Plan for Land Use supersedes that portion of the Official Plan of the Hamilton Planning Area which applies to the area of this amendment. 2.2.04
 - (ii) The Plan for Land Use is indicative of the future pattern of urban development but is not intended to represent any time period within which such development can be expected to occur. 2.2.05

- (iii) The Plan for Land Use as it applies to those lands in Stages I, II and III is generalized and indicates the approximate location and extent of the following major uses: 2.2.06

Residential
 Commerical
 Industrial
 Recreational, Civic and Cultural
 Public Utilities 2.2.07

It is intended that precise locations and other details will be determined when specific land development proposals are prepared. 2.2.08

- (iv) It is the intention of the Plan for Land Use that open space and school sites be provided according to the following standards: 2.2.09

USE	Acreage per <u>1, 000 population</u>	
<u>Park Lands</u>		
City Level	3.5	
District Level	1.10	
Community Level	1.00	
Neighbourhood Level	<u>1.00</u>	6.6
		2.2.10
<u>School Sites</u>		
High Schools	.65	
Junior High Schools	.65	
Elementary Schools	1.20	
Separate and Private Schools	<u>.90</u>	3.4
Over-all standard parks and school sites per 1, 000 population		10.0
		2.2.11

- (v) It is the intention of the Plan for Land Use that all uses complementary and accessory to residential land use shall be permitted without requiring an amendment to the plan. This policy will apply to public parks, schools, churches and similar institutional uses. 2.2.12
- (b) The Plan for PLANNING UNITS and RESIDENTIAL DENSITIES (Schedule "C" attached)
 - (i) The Plan for Planning Units and Residential Densities indicates the locations and names of Neighbourhoods and the locations of Communities. It also indicates the average gross residential density of 35 persons, and the area where the density is limited to 25 persons. 2.2.13
- (c) The Plan for WATER and SEWER SERVICES (Schedules "D" and "E" attached)
 - (i) The Plans for Water and Sewer Services indicate in schematic form the general location of the major trunk services required for the development of the area of the amendment. These locations are not to be considered as fixed. The precise locations and sizes can only be determined by detailed engineering studies at the the time when actual installation of the services is contemplated. 2.2.14
- (d) The Plan for MAJOR ROADS (including right-of-way widths) (Schedule "F" attached)
 - (i) It is intended that the alignment of the proposed east-west Highway 53 Freeway and the Red Hill Creek Freeway be studied in detail so as to fix an alignment in the manner most compatible' with surrounding uses. 2.2.15
 - (ii) The recommendations appearing on the Plan for Roads Schedule "F" (including right-of-way widths) are intended only as a reflection of the general intention to develop the traffic pattern as indicated. The exact location and design of the right-of-way, intersections, and other details can only be firmly established in the light of precise engineering studies and designs which will be prepared at the time when actual street improvement is contemplated. 2.2.16

(e) The Plan for STAGING of DEVELOPMENT (included in Schedule "G" attached)

(i) The Plan for Staging of Development indicates the sequence of development of the various parts of the area of the amendment. Each stage is not intended to represent the precise time when the development will occur. The timing of development will depend on many factors which cannot be precisely determined at the present and the time indications are to be considered only as a general guide. Nevertheless it is intended that the indicated sequence of development be observed, wherever and whenever it may occur, consistent with the economic use of services and facilities and within the financial ability of the City. 2. 2. 17

SECTION THREE

IMPLEMENTATION

A statement of the procedures to be followed in the implementation, interpretation and revisions of the Official Plan.

Subsection 3.1

GENERAL

Upon receipt of the Minister of Municipal Affairs' approval of this amendment, the regulations contained in the restricted area by-laws applicable to the area of the amendment, shall be amended to reflect the following policies: 3.1.01

- (a) Existing zoning standards applicable to urbanized areas are to remain in force, whereas those applying to undeveloped land now zoned for urban uses shall be amended where necessary to provide for low density residential development, agricultural uses, and public, institutional, and open space uses. 3.1.02
- (b) Amendments to the restricted area by-laws are to be enacted as required to accommodate new development on undeveloped land, and will contain regulations that reflect particular decisions respecting the design and other aspects of the new development. 3.1.03

Subsection 3.2

INTERPRETATION

The provisions of the Official Plan as amended from time to time respecting the interpretation of that plan shall apply with respect to this amendment. 3.2.01

It is intended that this amendment express the principles and policy which will govern development within the portion of the Planning Areas covered hereby, and while it is the most comprehensive statement of policy on the matters herein set out which it appears possible at this time to make, it is not to be assumed that changes will not be made to any of these principles and policy during the passage of time and after consideration by the authorities concerned. To this end, it is considered that the Plan should be comprehensively reviewed every five years in the light of development which has taken place hereunder and any changes in the pattern of demand or the economy or otherwise. 3.2.02

The boundaries between the classes of land use designated in this Amendment are intended to be only general and not to define the exact limits of each such class. It is intended, therefore, that adjustments may be made in respect of these boundaries in zoning by-laws without the necessity of further amending the Official Plan so long as such by-laws conform to the general intent and purpose of this Amendment. 3.2.03

POPULATION AND EMPLOYMENT

The rate at which the area covered by the amendment will develop will depend on a number of factors. These include population growth, employment opportunities, changes in the housing market, and the general attractiveness of the area as compared to other areas in metropolitan Hamilton. However, even if precise forecasts cannot be made, it is important for planning purposes that there be some idea of the order of magnitude of population growth and employment opportunity which can be expected to prevail.

The growth in population of the area of the amendment will reflect in large measure the population growth of the City itself; moreover, barring any major growth stimulant which cannot be foreseen at the present time, the rate of growth will be very similar to that which has prevailed in the past.

According to the Dominion Bureau of Statistics Census data, the population of the City of Hamilton in 1951 was 224,951, and in 1961 was 273,991. This represents an increase of 2% per year. During the same period the population of the metropolitan Hamilton area grew by 3.5% per year. For a number of reasons it is expected that the City itself will continue to grow at a rate somewhat less than that of the metropolitan area. Analysis of the various factors affecting population growth indicates that it is reasonable to expect the City will maintain an average increase of about 2% per year. Although some of this increase will occur in the existing built up area of the City through the process of redevelopment of a higher density, the greater part of it is expected to occur on the "Mountain" and in the area east of the Red Hill Creek, since undeveloped land is still available only in these locations.

The Dominion Bureau of Statistics' Census data estimated the 1961 population of the City of Hamilton at 273,991. At an average rate of increase of 2% per year, the following projections are obtained:

<u>Year</u>	<u>Population</u>	<u>5 Year Average Increase</u>	<u>Yearly Average Increase</u>
1961	273, 991		
1966	302, 500	28, 509	5, 701
1971	334, 000	31, 500	6, 300
1976	368, 700	34, 700	6, 940
1981	407, 000	38, 300	7, 650
1986	449, 300	42, 300	8, 460
1991	496, 064	46, 764	9, 353

It cannot be assumed that all the additional population will seek new housing accommodation in the area of the amendment. Some portion will find accommodation in existing built-up areas of the City which will be redeveloped at higher densities; some will be accommodated in areas of infilling. However, it may be assumed that a substantial proportion of the population growth will locate in the area of the amendment.

If 10% of the additional population were to find accommodation elsewhere in the City, and 90% were to locate in the area of the amendment, the average number of new people locating in the area each year would be as follows, shown by five year groupings:

1966	-	5, 130
1971	-	5, 670
1976	-	6, 246
1981	-	6, 885
1986	-	7, 614
1991	-	8, 417

At a density of 35 persons per acre, these numbers of people would require an amount of land ranging from about 147 acres in 1966 to about 197 acres in 1981. In the median year of 1976, the land requirement, at a gross residential density of 35 persons per acre, would be 180 acres. It may be concluded therefore that the average annual demand for residential land will run at something over 175 acres. This is equivalent to an area somewhat larger than an average neighbourhood when space for civic services, eg., schools, parks, churches, etc. is included.

As indicated earlier however, a number of factors will have an important influence on the growth of the population, the most significant of which is probably economic opportunity. It is necessary therefore to try to assess the economic prospects for the area under consideration.

It may be assumed that the cost of new dwellings and the relatively higher cost of new rental accommodation will limit the area to families with somewhat better than average incomes. This means that the wage earners in these families will be employed either in high-wage industrial jobs or the better paid office jobs. Convenient access to such employment will therefore be an important consideration in selecting the site of a dwelling. These jobs in the Hamilton area are concentrated in three well defined locations within reasonable commuting range: the lakeshore between Hamilton and Toronto; the Burlington Street area in the City of Hamilton; and the City's central business district.

The area east of Red Hill Creek provides excellent access to the first two of these employment locations, but poor access to the third. This makes it attractive for those in industrial jobs. When industry develops north of Barton Street, its attractiveness will be further enhanced.

The area above the escarpment, commonly called "the Mountain", on the other hand has excellent access to the central City, and acceptable access to the Burlington Street industrial area. Housing demand and population growth will depend on the economic expansion of these two areas. The industries now located in the City either provide a basic product or are sufficiently diversified to adapt to changing conditions and their continued growth is well assured. It must be expected, however, that current and future expansion will increase capacity to considerably higher levels than was common in the past. The labor force forecast prepared for the Central Hamilton Urban Renewal Study implies an approximate increase of 1,700 jobs during every five-year period in the industries of the lakefront. However, it is also implied in that forecast that this growth depends on many economic factors.

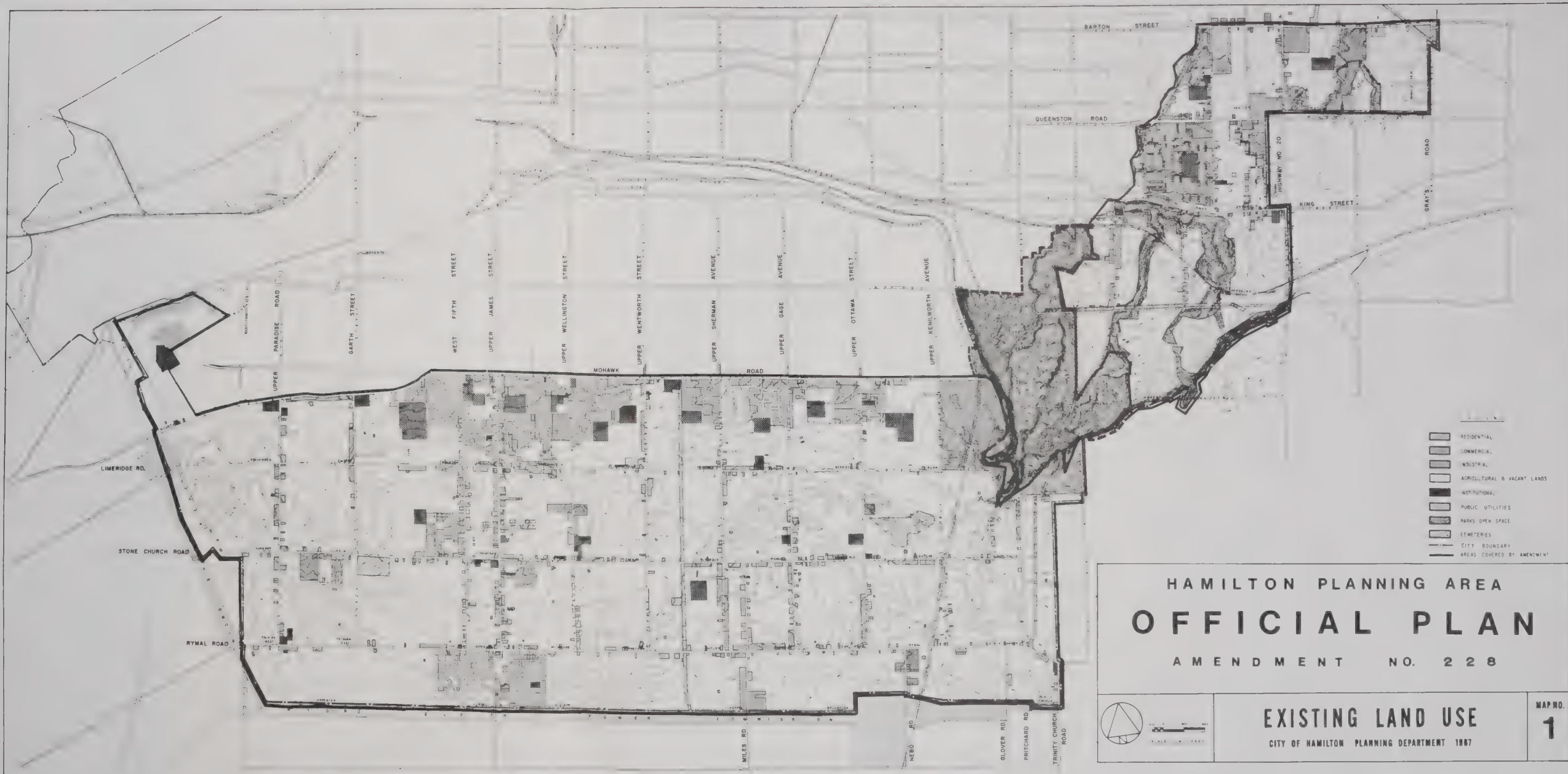
The growth of employment in the central part of the City (the C.B.D.) is expected to be considerably greater than on the lakefront. However, the C.B.D. can also be easily reached from other suburban districts, notably from Burlington and Ancaster, and the Mountain has to compete with these areas. Only a complete study can determine the relative ability of these areas to attract population.

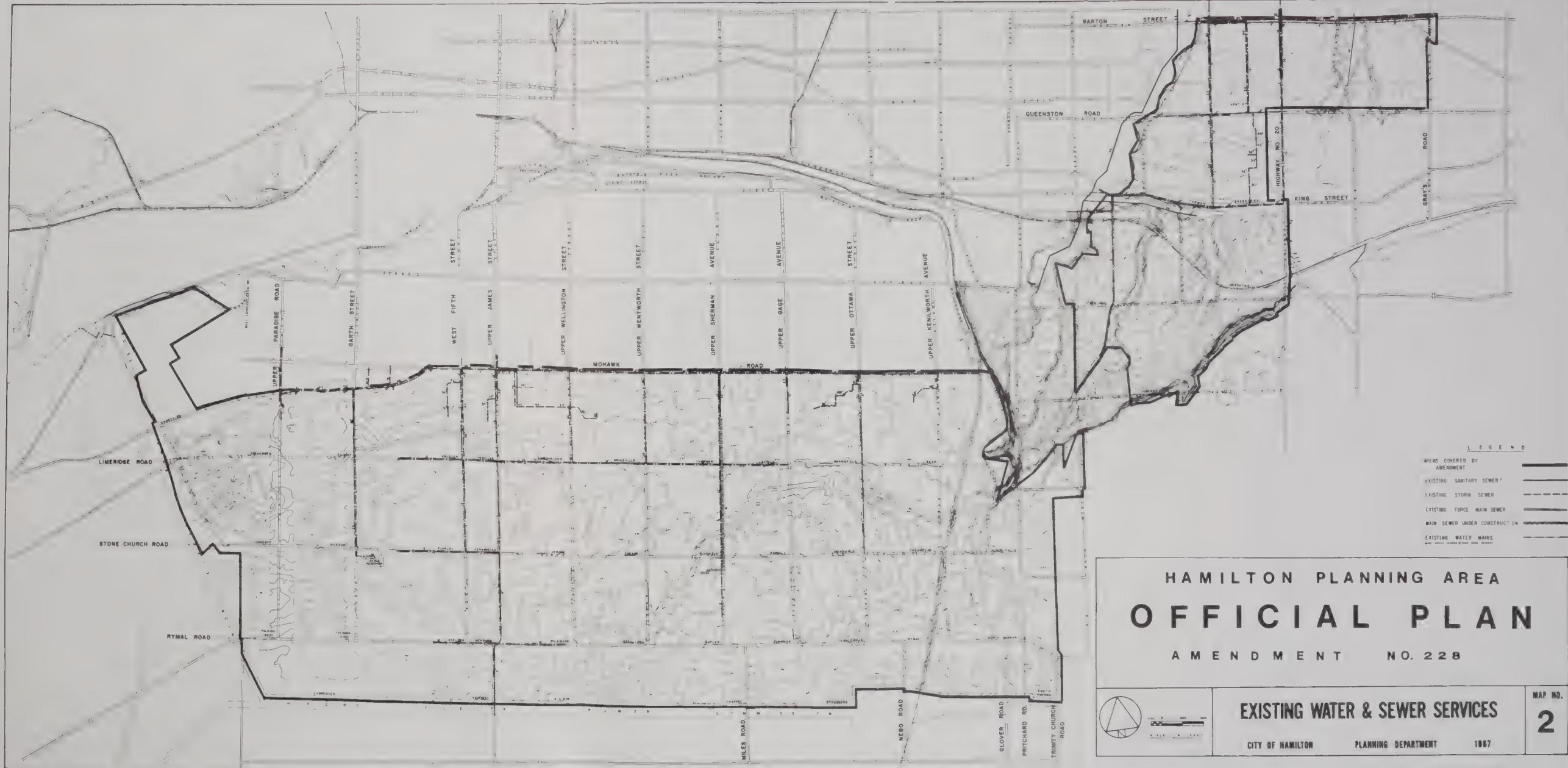
The Mountain started as an exclusively residential area and has preserved this character until now. Even the commercial element which is usually associated with a residential neighbourhood, was quite underdeveloped at the time the last census was taken. Although commercial development has increased considerably in recent years, the residents will nevertheless be dependent on the more diversified job opportunities offered in other parts of the City. The implementation of the transportation plan, as projected, will not open up any new areas of employment to the inhabitants; it will rather improve the accessibility of the City below the escarpment toward which the Mountain has always been oriented.

It is unlikely that there will be much industrial expansion on the Mountain in the immediate future. Industries oriented toward the big urban market on the north shore of Lake Ontario prefer to locate in the area between Toronto and Hamilton. The agricultural hinterland, south of the City, once an important factor in the local economy, no longer represents a sufficiently big market to attract industries. To other City oriented industries, the escarpment has in the past proved to be a locational deterrent. Some minor modifications may be expected in this pattern but it would be questionable to expect any major industrial development here before other more attractive industrial areas - some within the boundaries of the City - are taken.

Nevertheless, in the long run it is not unreasonable to expect that there will be industrial development on the Mountain. With the growth of population, and the development of services and transportation facilities such as the proposed Rymal Road heavy vehicle route, and the proposed east-west Highway 53 Freeway, industry will no doubt look for suitable sites on the Mountain. At that time, the lands in the south-easterly corner of the area of the amendment will provide excellent accommodation for a wide variety of industries.

In addition to these factors, the availability or scarcity of suitable land for development, relative land prices and municipal taxes will also exert an influence on future growth.





APPROVAL OF THE AMENDMENT

This Amendment 228 to the Official Plan for the Hamilton Planning Area was recommended by the Hamilton Planning Board on the 28th day of February 1967 and adopted by the Council of the City of Hamilton by By-law 67-94 on the 14th day of March 1967. Under the provisions of Sections 12 and 14 of the Planning Act, the Minister of Municipal Affairs modified the Amendment as follows:

1. "Land Use Definitions" (clause 2.1.11 up to and including clause 2.1.27) were moved from the Appendix to Subsection 2.1 of the Amendment.
2. In sentence 2 of clause 2.1.06, the words "easterly boundaries of the parklands between Upper Wellington and Upper Wentworth Street" were replaced with the words "easterly boundary of Nebo Road".
3. The words "1300 acres" were deleted from sentence 4 of clause 2.1.06 and replaced with the words "664 acres".
4. Section 36, paragraph 1, sentence 6 of the original Amendment was replaced with clause 2.1.30 of this text.
5. Paragraphs 3, 4, 5, and 6 of Section 3(b) of the original document were replaced with clauses 2.1.32 and 2.1.33 of this text.
6. Schedules "B", "C", "F" and "G" of the original document were deleted and replaced with new Schedules also entitled "B", "C", "F" and "G".
7. Schedule "C" was modified by deleting the note beside the legend and replacing it with the following:

"The maximum residential gross density shall be approximately 35 persons per gross residential acre for each neighbourhood, except for Riverdale West, where the residential gross density shall not exceed approximately 70 persons per gross residential acre."

Pursuant to Sections 12 and 14 of the Planning Act, the document thus modified was approved by the Minister on the 21st day of November 1969, as Amendment #228 to the Official Plan for the Hamilton Planning Area.

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LAKE ONTARIO

HAMILTON HARBOUR



LEGEND

- | | |
|-----------------------|---|
| DOWNTOWN | RESIDENTIAL MULTIPLE DWELLINGS |
| COMMERCIAL | REDEVELOPMENT AREA RESIDENTIAL MULTIPLE DWELLINGS |
| INDUSTRIAL | RECREATION, CIVIC AND CULTURAL |
| RESTRICTED INDUSTRIAL | AGRICULTURAL |
| RESIDENTIAL | TRANSPORTATION |

--- BOUNDARY OF AREAS COVERED BY AMENDMENT NO. 228

THE OFFICIAL LAND USE PLAN
OF THE HAMILTON PLANNING AREA

SCALE 1" = 1/2 MILE

PLANNING DEPARTMENT
HAMILTON REVISED JUNE, 1972

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and Chairman of the Board of Control
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